



**King County**

**Department of Natural Resources and Parks  
Parks and Recreation Division**

**STATE ENVIRONMENTAL POLICY ACT (SEPA)  
EASTSIDE RAIL CORRIDOR REGIONAL TRAIL  
FINAL MASTER PLAN AND ENVIRONMENTAL IMPACT STATEMENT**

**SEPA ADDENDUM #1**

**September 7, 2016**

**FACT SHEET**

**Project Title:** Eastside Rail Corridor Regional Trail Final Master Plan and Final Environmental Impact Statement (FEIS)

**Description of Proposal:** King County intends to develop a trail in the approximately 15.6 miles of the ERC under its ownership and the 1.1 miles of ERC owned by Sound Transit in which the County holds a trail easement. The Final EIS presents the Preferred Alternative for the placement of the trail in relation to the potential future use of the corridor for transit, power transmission, or both, in addition to a trail.

**Location of Proposal:** King County, WA

**Purpose of the FEIS Addendum:** Under SEPA, issuance of an addendum is appropriate to provide additional information or analysis that does not substantially change the analysis of significant impacts and alternatives in existing environmental documents (WAC 197-11-600[4][c], -706). In this Addendum, King County has updated the presentation of estimated costs in Chapter 4 of the Final Master Plan to present a single cost for implementation of each trail segment, rather than a range. This update does not change the analysis of significant impacts or the identification of the Preferred Alternative. It is intended to eliminate confusion regarding the funding needed to advance the project. This Addendum includes the following attached pages: Attachment 1.

**Availability of FEIS and Addendum:** Copies of the Final EIS and Addendum #1 are available for review at:

- Bellevue Library – 1111 110th Avenue, Bellevue, WA 98004
- Kingsgate Library – 12315 NE 143rd Street, Kirkland, WA 98034
- Newcastle Library – 12901 Newcastle Way, Newcastle, WA 98056
- Newport Way Library – 14250 SE Newport Way, Bellevue, WA 98006
- Renton Highlands Library – 2801 NE 10th Street, Renton, WA 98056
- Renton Library – 100 Mill Avenue S., Renton, WA 98057
- Woodinville Library – 17105 Avondale Road NE, Woodinville, WA 98072

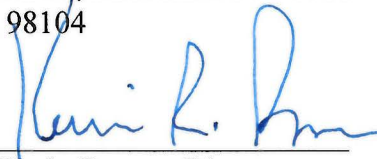
Project documents are available electronically at the project website:  
[www.kingcounty.gov/erc](http://www.kingcounty.gov/erc).

**Circulation and Comment:** This addendum is being sent to all recipients of the previously issued Draft and Final EIS pursuant to WAC 197-11-625. No additional comment period is required for this addendum.

**Date of Issuance:** September 7, 2016

**For Further Information Contact:** Erica Jacobs, King County Parks Project Manager,  
201 South Jackson Street, M.S. KSC-NR-0700 Seattle, WA 98104  
Email: Erica.Jacobs@kingcounty.gov

**Responsible Official:** Kevin Brown, Director  
King County Parks and Recreation Division  
201 S. Jackson St., M.S. KSC-NR-0700  
Seattle, WA 98104

Signature: 

Kevin Brown, Director

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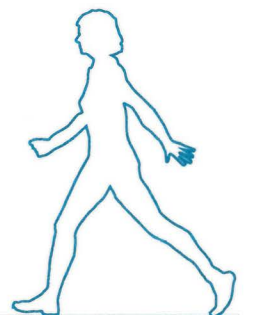
**ATTACHMENT 1**

**September 7, 2016**

TABLE 4-2. Comparison of Wilburton Segment Alternatives

	On-Railbed Alternative	Off-Railbed Alternative	Preferred Alternative
<b>Public Comment</b>	Most comments expressed support for the On-Railbed Alternative where no specific plans for transit have been identified.	A few comments emphasized the importance of accommodating future transit in south Bellevue.	Consistent with public comment.
<b>Partner Plans</b>	The City of Bellevue did not identify a preferred alternative. In this part of the segment, there is a strong interest in future coordination with the City's planned Grand Connection project, and optimizing integration of the trail with redevelopment plans for the Wilburton area.		
	Sound Transit plans and projects have a strong influence on the selection of alternatives in this segment. The on-railbed alternative is compatible with current plans and projects between I-90 and NE 8th Street. Between NE 8th Street and SR 520 the On-Railbed Alternative is not feasible because of conflicts with the East Link and OMSF projects. Between the OMSF and 108th Avenue NE, the On-Railbed Alternative could potentially conflict with a planned project to extend light rail service from the Wilburton Station to the South Kirkland Park-and-Ride.	The Off-Railbed Alternative is the only feasible alternative between NE 8th Street and SR 520, where Sound Transit is constructing the East Link and OMSF projects. More likely to be compatible with planned light rail between the OMSF and 108th Avenue NE.	Consistent with partner plans. Anticipates coordination with Sound Transit during the design phase to identify a trail alignment compatible with future light rail between the OMSF and 108th Avenue NE.
<b>Total Project Cost</b>	\$71,500,000	\$82,000,000	\$73,500,000*
<b>Earthwork/Walls</b>	Minor grading.	Extensive grading and retaining could be necessary between NE 4th Street and NE 8th Street. Extensive grading and retaining would also likely be necessary between the OMSF and 108th Avenue NE.	Minor grading between I-90 and NE 8th Street. The Preferred Alternative would require more grading and retaining than the On-Rail Alternative, but less grading and retaining than the Off-Railbed Alternative between the OMSF and 108th Avenue NE.
<b>Tree Canopy Removal</b>	Only minor tree clearing necessary.	Minor tree clearing would be necessary between I-90 and NE 8th Street. Extensive tree clearing would be necessary between the OMSF and 108th Avenue NE.	Some tree clearing necessary between the OMSF and 108th Avenue NE, however less than compared to the Off-Railbed Alternative.
<b>Wetland Area Impacted</b>	1.9 acres	1.9 acres	1.9 acres
<b>Stream Channel Impacted</b>	0	0	0
<b>Trail Experience</b>	More separation of the trail from adjacent land uses, fewer retaining walls, and more forested buffer provides generally better trail experience.	Often closer to adjacent land uses, with extensive retaining walls and associated barriers. Tree clearing north of the OMSF reduces the forested character of the corridor.	Limited grading and tree clearing between I-90 and NE 8th Street provides positive trail experience. Between OMSF and 108th Avenue NE the Preferred Alternative is likely to require more retaining walls and forest clearing than the On-Railbed Alternative, but less than the Off-Railbed Alternative.

\* Estimated cost of Preferred Alternative presented here excludes the North Wilburton Trestle Gateway to allow comparison.



## WILBURTON SEGMENT

### ACCESS

Opportunities for local street access to the ERC in the Wilburton segment are primarily located between the Wilburton Trestle and NE 8th Street. In the sections between I-90 and I-405, and between NE 8th Street and SR 520 there are significant grade differences between the local street system and the railbed. Between SR 520 and the connection to the Cross Kirkland Corridor the only potential street connection is to Northup Way. A list of potential street access locations is included at the end of this section.

Three potential gateways are located in the segment: one near Mercer Slough that would also connect to 118th Avenue SE, and two that provide access to the Wilburton trestle.

#### Mercer Slough Gateway

Located on the hillside between SE 118th Street and the ERC, a gateway between I-90 and the I-405 crossing would connect the ERC to several parks associated with Mercer Slough and the Mercer Slough Environmental Education Center. Depending on available property, a gateway located on the hillside could have capacity for 20 or more parking spaces, and could also be a location for restrooms, wayfinding, and other trail amenities.

#### Wilburton Trestle Gateways

The Wilburton Trestle is expected to be one of the most popular locations along the corridor. In addition to trail users, it is likely to be a destination that visitors seek out as a destination in itself, as a place to enjoy sunset views, as a showcase for visitors, and for users to simply enjoy being outdoors with nothing but timbers and air beneath. King County is considering two potential locations for gateways directly adjacent to the trestle on the north and south sides.

#### South Wilburton Trestle Gateway

This potential location is on the southwest side of the trestle with access from 121st Avenue SE. County-owned property below the trestle could provide space for parking, with a connecting trail located to provide access.

#### North Wilburton Trestle Gateway

The North Wilburton Trestle Gateway is relatively small, located along SE 5th Street on publicly owned property north of the trestle (Figure 4-23). This location could accommodate up to 10 parking spaces, and would likely not include restrooms or other amenities.

#### Other Access

Other access locations in this segment include:

- A connection to SE 118th Street via an I-90 Trail connection
- Access at SE 32nd Street would provide a strong connection to bicycle routes on 118th Avenue SE, which is one of the primary non-motorized routes to Mercer

Slough Park, along with employment and residential areas south of downtown Bellevue. The ERC crosses the street on an existing trestle, and a ramp system would be required to make the connection.

- An on-street crossing of SE 1st Street
- Connections to NE 4th, NE 6th, and NE 8th Streets
- A connection to the overpass at NE 12th Street
- A future connection to Spring Boulevard north of NE 12th Street
- Potential trail connections to the Spring District near the OMSF and at a large wetland associated with the West Tributary to Kelsey Creek
- Connection to the SR 520 Trail at Northup Way
- Connection to the Cross Kirkland Corridor at 108th Avenue NE



FIGURE 4-23. NORTH WILBURTON TRESTLE GATEWAY



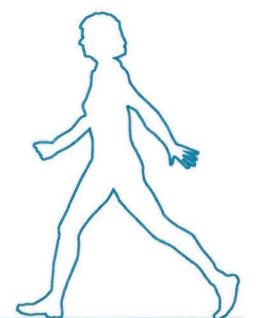
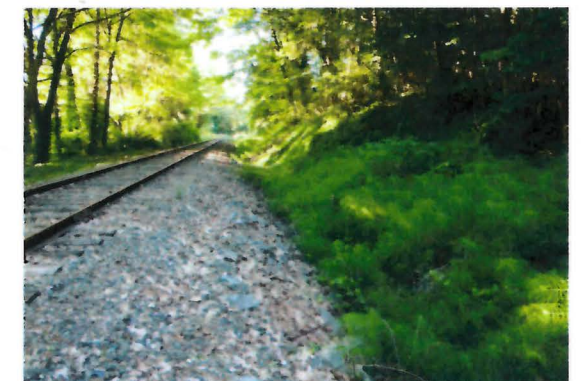
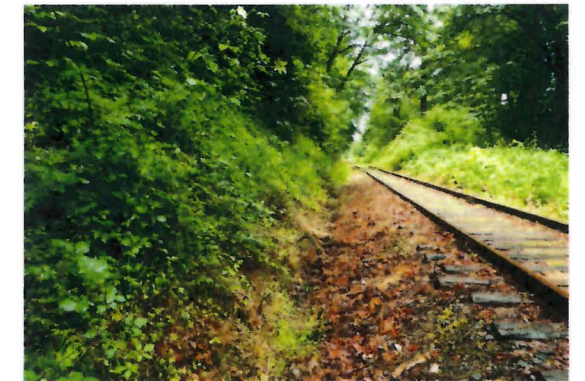
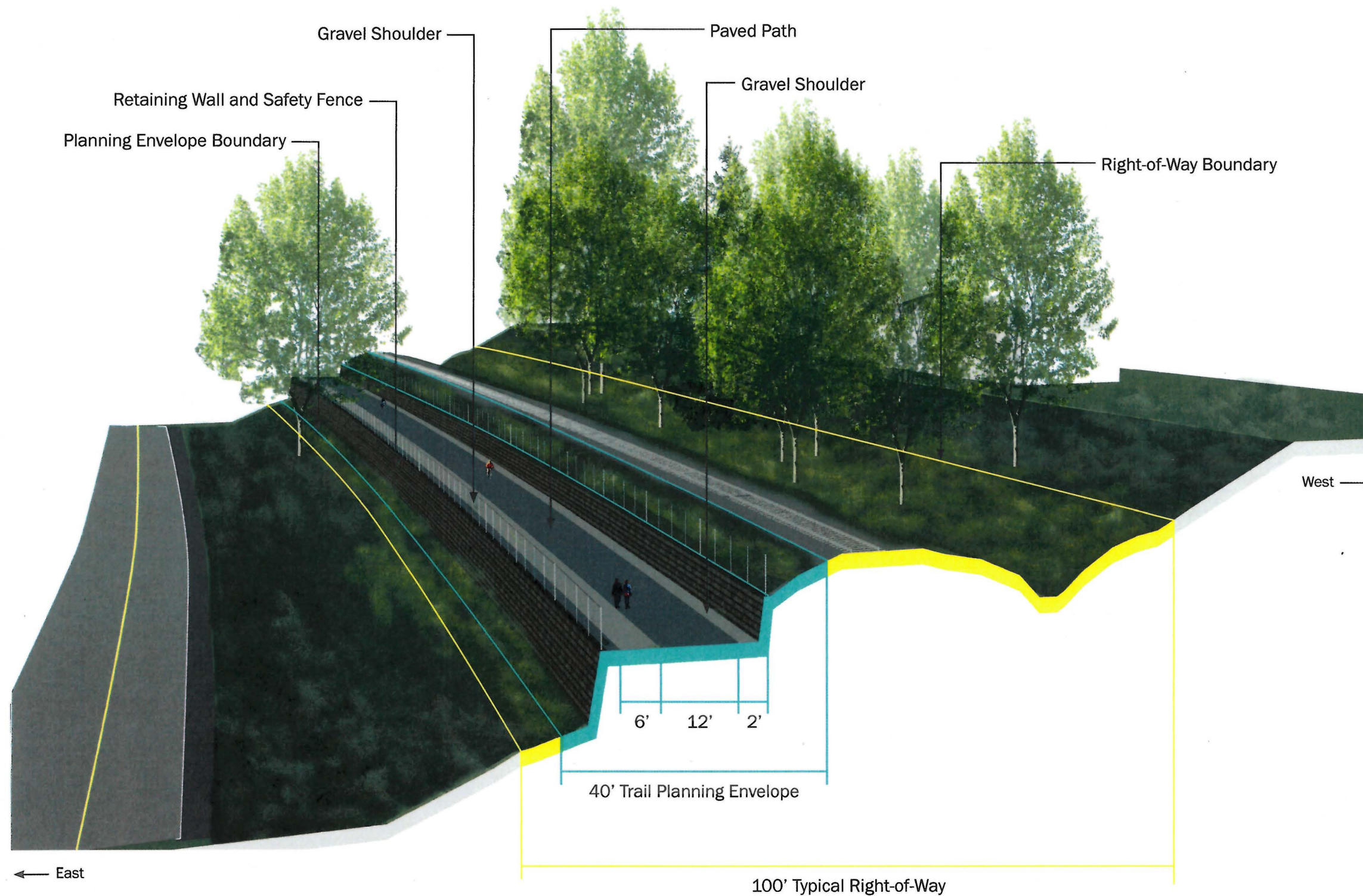


FIGURE 4-27.  
**VALLEY SEGMENT – MAIN LINE SECTION 2, OFF-RAILBED ALTERNATIVE**

PREFERRED ALTERNATIVE

VALLEY SEGMENT — MAIN LINE

PREFERRED ALTERNATIVE

Based on their Hydrogeomorphic (HGM) classification (depressional or depressional/slope) and position in the upper portion of the drainage basin to the Sammamish River, they regulate stormwater and groundwater. Some of these wetlands also provide water quality improvement to flows that ultimately discharge to the Sammamish River due to their vegetation structure and in some instances proximity to the built environment (e.g., neighborhood or roadway); however, this is somewhat limited because most of the wetlands have an outlet, and the contributing basin is small. Although the degree of habitat features and biological support varies based on a number of contributing factors [i.e, size of the wetland, vegetation structure] the wetlands' connectivity to a large forested corridor elevates their importance, notably to terrestrial species. If preserved, these wetlands, in combination with public access, have a high potential for educational opportunities within the community and at a regional scale.

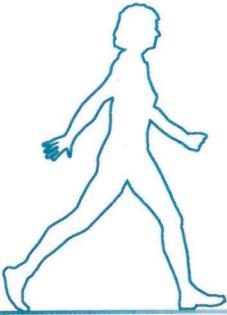
The identification of the Preferred Alternative was based on agency and public comments, the current status of plans for Sound Transit and Puget Sound Energy projects in the corridor, estimated costs, and potential impacts.

- Between Slater Avenue and 135th Avenue NE, the Off-Railbed Alternative is identified as the Preferred Alternative. The two alternatives would have similar costs, however the Off-Railbed Alternative avoids wetland impacts and provides additional space between the trail and a planned Puget Sound Energy (PSE) transmission line project.
- North of 135th Avenue NE, the On-Railbed with a few adjustments to reduce impacts to wetland and streams is preferred. In this area, there are currently no plans by either PSE or Sound Transit. The Off-Railbed Alternative would be much more expensive than the On-Rail Alternative, and would require clearing large areas of mature forest on a steeper hillside (Figure 4-28).

Table 4-3 compares the alternatives in these two segments and then communicates the impacts of the Preferred Alternative. The costs assume an at-grade signalized crossing of SR 202 (Woodinville-Redmond Road).

TABLE 4-3. Comparison of Valley Segment Main Line Alternatives

	On-Railbed Alternative	Off-Railbed Alternative	Preferred Alternative
Public comment	Most comments expressed support for the On-Railbed Alternative where no specific plans for transit have been identified.	A few comments emphasized the importance of accommodating future transit or freight between Woodinville and Kirkland along the ERC.	Mostly encompassing the railbed, the Preferred Alternative is in line with most public comments. No specific plans for transit or freight are identified at this time.
Partner plans	PSE is planning the Juanita transmission line from Slater Avenue to Willows road. The On-Railbed alignment is closer to the poles located north of the railbed.	The Off-Railbed alignment is located south of the railbed and further from the poles.	In the vicinity of most of the Juanita transmission line, the Preferred Alternative is located further from the poles.
	There are no specific proposed uses of the corridor by Sound Transit.		
Total Project Cost	\$17,000,000	\$47,000,000	\$17,750,000
Earthwork/Walls	Minor grading along NE 124th Street. Less extensive grading along the forest hillside.	Minor grading along NE 124th Street. More extensive grading along the forested hillside.	Minor grading along NE 124th Street. More extensive grading limited to certain areas where wetlands and streams can be avoided.
Tree Canopy Removal	3.1 acres	7.6 acres	3.7 acres
Wetland area impacted	1.0 acre	0.3 acre	0.4 acre
Stream channel impacted	2,000 linear feet	1,000 linear feet	1,200 linear feet
Trail Experience	Except for being closer to PSE poles, the trail experience is similar to the off-railbed experience.	Further from PSE poles and closer to adjacent businesses along NE 124th Street. Otherwise, similar to on-railbed experience.	More buffer between the trail and PSE poles, but closer to adjacent businesses along NE 124th Street. Otherwise, mostly a forested, rural-feeling trail experience.



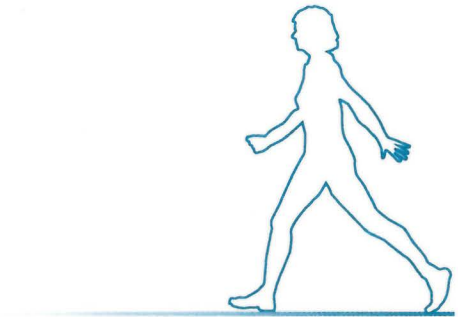
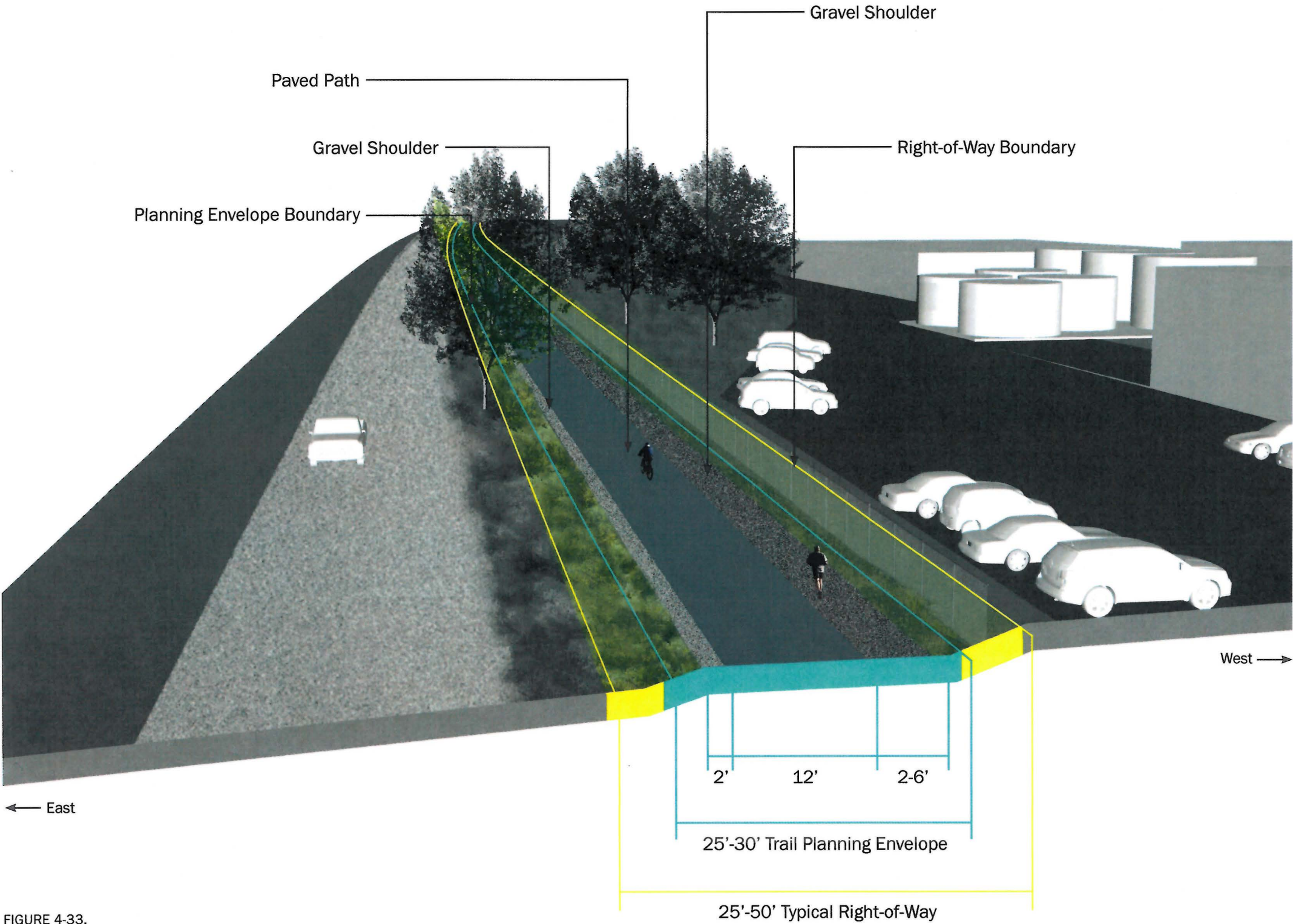


FIGURE 4-33.  
**VALLEY SEGMENT – SPUR SECTION 2**

PREFERRED ALTERNATIVE

VALLEY SEGMENT — SPUR

PREFERRED ALTERNATIVE

In the Spur, there is only one alignment for 80 percent of the segment:

- In the northern mile, the licensed use by the railroad means that the Off-Railbed Alternative is the only feasible alternative.
- South of NE 145th Street, a narrow right-of-way means that the On-Railbed Alternative is the only feasible alternative.

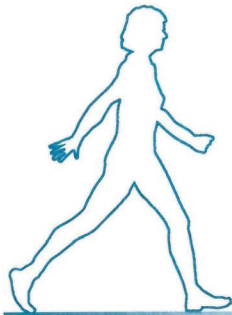
These conditions also limit opportunities to accommodate additional multiple uses (i.e., transit and above-ground utilities). Based on the impacts identified in the Draft Environmental Impact Statement along with public and agency comments, the locations proposed for the trail in these segments are feasible and have been incorporated in the Preferred Alternative (Figure 4-34).

In those few areas where there are two alternatives, the Off-Railbed Alternative increases total project cost by \$500,000; however, the trail experience is similar and adjacent uses are not close. The primary advantage of the Off-Railbed Alternative in these areas is the ability to reduce wetland impacts by 0.1 acre. The areas in which the impacts may be minimized are shown in Volume 2, Preliminary Plans for the Preferred Alternative, Spur Sheets 12 and 13. Table 4-5 summarizes the key trade-offs considered for these areas. The costs assume an at-grade signalized crossing of SR 202 (NE 145th Street).

TABLE 4-5. Comparison of Valley Segment Spur Alternatives

	On-Railbed Alternative	Off-Railbed Alternative	Preferred Alternative
Public comment	Most comments expressed support for the On-Railbed Alternative when no specific plans for transit have been identified.	A few comments emphasized the importance of accommodating future transit.	Generally consistent with public comment while balancing other needs.
Partner plans	No specific future uses proposed by either Sound Transit or Puget Sound Energy that would affect trail development in the near term. Easement will remain in place for future uses in the long term.		
Total Project Cost	\$10,000,000	\$10,500,000	\$10,500,000*
Earthwork/Walls	Minimal earthwork and walls for all alternatives given the relatively flat topography.		
Tree Canopy Removal	0.5 acre	0.6 acre	0.6 acre
Wetland Area Impacted	0.5 acre	0.4 acre	0.4 acre
Stream Channel Impacted	300 linear feet	300 linear feet	300 linear feet
Trail Experience	North of NE 145th Street, further from businesses but closer to SR 202.	North of NE 145th Street, closer to businesses but further from SR 202.	The Preferred Alternative is generally closer to businesses.

\* Estimated cost of Preferred Alternative presented here excludes the Tolt Pipeline Gateway to allow comparison.



## 4.5 PLANNING-LEVEL COST

Planning-level opinions of cost were prepared for the On-Railbed and Off-Railbed alternatives and informed the identification of a Preferred Alternative, as described in Sections 4.2, 4.3, and 4.4 for each of the segments. This section has been updated to summarize the costs for the Preferred Alternative. These costs (expressed in 2016 dollars) are preliminary only, and are likely to change substantially as trail design progresses. For the purposes of the Master Plan, the opinions of cost for the Preferred Alternative are intended to assist with initial budget forecasting.

The planning level opinions of cost are expressed as total project cost and include not only the costs for construction but other costs such as design, permitting, construction engineering, and King County administration.

Some of the major limitations of the cost estimating methodology include:

- **Topography:** The planning-level trail alignment and grade were based on aerial information rather than an on-site survey. Retaining walls are a key component of cost; therefore, differences in topography could dramatically change the cost.
- **Critical areas:** Wetlands, streams, regulated steep slopes, and their associated buffers were identified at an inventory level only rather than using formal delineations. The extent and character of these features will be more completely evaluated in the design phase, and may result in changes to the trail, such as a revised alignment within the planning envelope, use of a boardwalk instead of fill, or a bridge rather than a culvert. The mitigation cost would change accordingly.
- **Planning-level design:** The initial study of the alternatives has been completed at a preliminary planning level. Thus, the opinions of cost apply conservative unit pricing for typical trails, plus distinctive features such as bridges and retaining walls. Estimates for work items such as utility adjustments and relocations, temporary and permanent stormwater facilities, traffic control during construction, and contractor mobilization are calculated as a percentage of construction cost. The costs also include contingencies to

cover the uncertainties that will arise during final design.

- **Planning objectives:** To best preserve the balance of the corridor for other potential uses, the Preferred Alternative limits the use of large cut and fill slopes and uses retaining walls to limit the width of grading.
- **Out-of-corridor improvements:** The opinions of cost do not include cost to develop features outside the ERC, such as gateways, regional trail connections, or local access and connections, unless specifically identified. Right-of-way acquisition costs are not included in the opinion of cost. At this preliminary phase, only two areas have been identified in which a right-of-way may be necessary. The first is in the vicinity of NE 8th Street in Bellevue, where the trail must navigate the East Link light rail and the Wilburton Station. The second is along a portion of the Spur in Woodinville where freight rail is still active and the right-of-way is narrow.

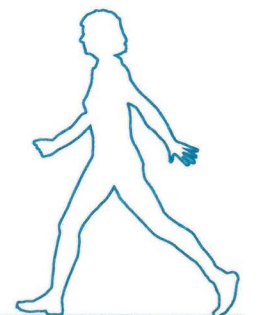
The opinion of cost is limited to the Preferred Alternative, as presented in Volume 2 of the Final Master Plan. These cost

estimates do not address potential future costs to modify or relocate the trail if other future uses in the corridor such as transit, freight, or utilities required trail relocation. Where such future uses are well defined, the Preferred Alternative already accounts for them. In other areas, such costs cannot be predicted at this time with any degree of accuracy.

During the design process, changes will occur that affect cost. There will be opportunities to reduce cost by using different techniques such as adjusting the elevation of the trail and reducing the use of retaining walls. There will be increases in cost in response to specific site conditions, such as minimizing impacts on high-quality wetlands by using a boardwalk.

The potential costs for the Preferred Alternative are presented by segment: Lakefront, Wilburton, and Valley (Main Line and Spur).

These costs are considered planning level costs and are presented in 2016 dollars. The actual costs may change as a result of inflation or other factors that will not be known until design is completed. The Association of Cost Engineers predicts that costs at this stage could vary by -50% to +100%.



PREFERRED ALTERNATIVE

LAKEFRONT SEGMENT

The Lakefront Segment is approximately 5 miles in length. In this segment, topography has great influence over cost. In identifying a modified version of the On-Railbed Alternative as the Preferred Alternative, King County reduces the cost associated with greater earthwork and retaining walls.

There are a number of existing bridges in the Lakefront Segment that would be used with minor improvements such as painting, surfacing, and hand rails. These minor improvements are shown as a separate line item in Table 4-7.

The opinion of cost includes interim connections at the southern terminus—a pedestrian connection to Gene Coulon Park and a bicycle connection to Lake Washington Boulevard. The cost also includes the May Creek Gateway that would accommodate at least 20 parking stalls, a connection across Lake Washington Boulevard, restrooms, and other amenities. Other gateways and access are not included. The opinion of cost also covers crossing treatment for the numerous at-grade crossings through this segment.

TABLE 4-7. Planning Level Estimated Costs for the Lakefront Segment

Preferred Alternative	
Trail	\$4,000,000
Retaining Walls	\$11,000,000
Bridge Decking and Painting	\$1,500,000
Mitigation	\$3,000,000
May Creek Gateway	\$750,000
Total Construction Cost	\$20,250,000
Non-Construction Costs*	\$13,250,000
Total Project Cost	\$33,500,000
Total Project Cost/Mile	\$7,000,000/mile

\* Non-construction costs are provided as a typical factor of 65 percent of construction costs and include design, permitting, construction engineering, and project administration.

WILBURTON SEGMENT

The Wilburton Segment is approximately 4.8 miles in length. In identifying the On-Railbed Alternative as the Preferred Alternative from I-90 to NE 8th Street, King County reduces the cost associated with greater earthwork and retaining walls (Table 4-8). The Wilburton Segment includes a couple of existing railroad bridges with minor decking and painting required.

The Wilburton Segment includes five major bridge projects—two existing that require retrofitting (Wilburton Trestle, I-90 Bridge), and three new bridges.

The opinion of cost includes at-grade crossings of several two-lane arterials and a new signalized crossing of NE 6th Street. The cost also includes the North Wilburton Trestle Gateway that would accommodate at least 10 parking stalls, and potentially restrooms and other amenities. Other gateways and access are not included.

TABLE 4-8. Planning Level Estimated Costs for the Wilburton Segment

Preferred Alternative	
Trail	\$4,000,000
Retaining Walls	\$8,500,000
Bridge Decking and Painting	\$250,000
Existing I-90 Bridge	\$6,000,000
New I-405 Bridge at Wilburton Gap*	\$4,250,000
Existing Wilburton Trestle	\$8,000,000
New NE 4th Street Bridge	\$3,750,000
New NE 8th Street Bridge	\$9,000,000
North Wilburton Trestle Gateway	\$500,000
Mitigation	\$750,000
Total Construction Cost	\$45,000,000
Non-Construction Costs**	\$29,250,000
Total Project Cost	\$74,250,000
Total Project Cost/Mile	\$15,500,000/mile

\* WSDOT will design and construct this bridge as part of its I-405 widening through Bellevue.  
\*\* Non-construction costs are provided as a typical factor of 65 percent of construction cost and include design, permitting, construction engineering, and project administration.

VALLEY SEGMENT—MAIN LINE

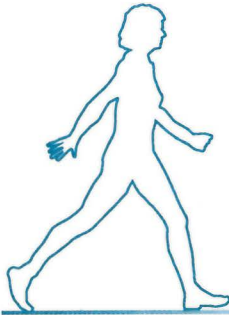
The Main Line portion of the Valley Segment is approximately 3.5 miles in length. In this segment, topography has great influence over cost. In identifying a modified version of the On-Railbed Alternative as the Preferred Alternative for much of this segment, King County reduces the cost associated with greater earthwork and retaining walls (Table 4-9).

This segment includes an at-grade signalized crossing of Woodinville-Redmond Road (SR 202) south of NE 175th Street. The total cost also covers crossing treatments for several other at-grade crossings. The opinion of cost includes a sidewalk connection on the west side of Woodinville-Redmond Road, from the point of intersection with the Main Line to NE 175th Street. Otherwise, gateways and access are not included.

TABLE 4-9. Planning Level Estimated Costs for the Valley Segment – Main Line

Preferred Alternative	
Trail	\$3,000,000
Retaining Walls	\$5,500,000
Woodinville-Redmond At-Grade Crossing*	\$750,000
Mitigation	\$1,500,000
Total Construction Cost	\$10,750,000
Non-Construction Costs**	\$7,000,000
Total Project Cost	\$17,750,000
Total Project Cost/Mile	\$5,100,000/mile

\* If King County is unable to obtain permits for an at-grade signalized crossing, a grade-separated crossing (e.g., bridge) could increase the cost by approximately \$4 million.  
\*\* Non-construction costs are provided as a typical factor of 65 percent of construction cost and include design, permitting, construction engineering, and project administration.



VALLEY SEGMENT—SPUR

The Spur portion of the Valley Segment is approximately 3.4 miles in length. Opinion of costs is shown in Table 4-10. This segment includes an at-grade signalized crossing of NE 145th Street (SR 202) near Chateau Ste. Michelle Winery. The trail cost covers crossing treatments for the numerous at-grade driveways through this segment. The cost also includes the Tolt Pipeline Gateway that would accommodate at least 10 parking stalls and potentially restrooms and other amenities. Other gateways and access are not included. The opinion of cost does not include a new bridge over the Sammamish River on the south side of NE 145th Street or in the vicinity of NE 175th Street.

TABLE 4-10.  
Planning Level Estimated Costs for the Valley Segment – Spur

Preferred Alternative	
Trail	\$2,000,000
Retaining Walls	\$3,000,000
NE 145th Street At-Grade Crossing*	\$650,000
NE 145th Street Bridge	NA
Tolt Pipeline Gateway	\$1,000,000
Mitigation	\$500,000
Total Construction Cost	\$7,150,000
Non-Construction Costs**	\$4,850,000
Total Project Cost	\$12,000,000
Total Project Cost/Mile	\$3,500,000/mile

\* If King County is unable to obtain permits for an at-grade signalized crossing, a grade-separated crossing (e.g., bridge) could increase the cost by approximately \$4 million.  
\*\* Non-construction costs are provided as a typical factor of 65 percent of construction cost and include design, permitting, construction engineering, and project administration.

SUMMARY OF TOTAL PROJECT COST

The estimated project cost for each segment is summarized in Table 4-11.

TABLE 4-11. Summary of Total Project Costs by Segment

Preferred Alternative	
Lakefront Segment	\$33,500,000
Wilburton Segment	\$74,250,000
Valley Segment – Main Line	\$17,750,000
Valley Segment – Spur	\$12,000,000
Total Cost	\$137,500,000

